

**BY ORDER OF THE COMMANDER  
AIR FORCE MATERIEL COMMAND**



**AIR FORCE INSTRUCTION 11-218**

**AIR FORCE MATERIEL COMMAND**

**Supplement 1**

**11 FEBRUARY 2003**

***Flying Operations***

**AIRCRAFT OPERATIONS AND MOVEMENT  
ON THE GROUND**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**NOTICE:** This publication is available digitally on the HQ AFMC WWW site at: <https://www.afmc-wpaafb.af.mil/pdl/pubs.htm>.

---

OPR: HQ AFMC/DOOT (LTC Joe Rich)  
Supersedes AFI 11-218/AFMCS1, 28 Feb 97

Certified by: HQ AFMC/DO (Brig Gen Lamy)  
Pages: 3  
Distribution: F

---

This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures*, and supplements AFI 11-218, *Aircraft Operations And Movement On The Ground*. It expands on the guidance provided in the AFI and applies to all AFMC organizations and Air Force Reserve Command units under AFMC OPCON. It does not apply to the Air National Guard. If required, AFMC units may further supplement this command supplement. If supplemented, send a copy to HQ AFMC/DOO, 4375 Chidlaw Rd., Rm S143, WPAFB, OH 45433-5006. Submit suggested improvements to this instruction on AF Form 847, Recommendation for Change of Publication, through HQ AFMC/DOO.

***SUMMARY OF REVISION***

New or significantly changed paragraphs are marked with a bar (|) before the paragraph.

**AFI 11-218, 1 Aug 2002, is supplemented as follows:**

1.1. Personnel will not combine operations and maintenance technical order procedures in starting, testing, or operating aircraft.

1.1.1. (Added) (AFMC) For Unmanned Aerial Vehicle (UAV) operations, the term "pilot", as used in this supplement, is equated to a current and qualified aircraft operator.

1.7.1.1. Only current and qualified pilots will taxi aircraft under AFMC operational control. **Exceptions:** Non-current pilots regaining currency under the direct supervision of an instructor pilot; Unqualified pilots undergoing qualification training under the direct supervision of an instructor pilot; Unqualified test pilots, test navigators, flight test engineers, or Test Pilot School students performing qualitative flying evaluations under the direct supervision of an instructor pilot; Test pilots flying a solo flight in an approved training course or short term qualitative evaluations IAW 11-2FTv1.

1.9. See AFI 21-101/AFMC Sup 1 for alternate evaluation/certification procedures.

1.10.1. Non-pilot aircrew members are not authorized to start, run-up, or test engines in the pilot duty station.

- 1.10.2. See AFI 21-101/AFMC Sup 1 for qualification requirements and procedures for certification.
- 1.11.1. Non-pilot aircrew members are not authorized to taxi aircraft.
- 1.11.4. (Added) Contractor personnel will comply with DLAI 8210.1/AFJI 10-220 for taxi operations.
- 1.12.1. Local units will develop training plans in accordance with MDS specific technical orders and local operating procedures/directives to include the items listed in this paragraph.
- 1.12.2. Local units will develop/specify qualification requirements and procedures for certification. Document the proficiency on the AF Form 623, **On-The-Job Training Record**. Re-certification intervals are IAW paragraph 1.8. of AFI 11-218 and must include a written proficiency test as described in AFOSH 91-100.
- 1.13.1. See AFI 11-2FT Vol 1 for testing requirements.
- 1.14.3. Non-pilot aircrew members are not authorized to start, run-up, or test engines in the pilot duty station.
- 1.17. Only current and qualified pilots will taxi aircraft under AFMC operational control. **Exceptions:** Non-current pilots regaining currency under the direct supervision of an instructor pilot; Unqualified pilots undergoing qualification training under the direct supervision of an instructor pilot; Unqualified test pilots, test navigators, flight test engineers, or Test Pilot School students performing qualitative flying evaluations under the direct supervision of an instructor pilot; Test pilots flying a solo flight in an approved training course or short term qualitative evaluations IAW 11-2FTv1.
- 1.19.1. See AFI 11-401, AFMC Sup 1 for incentive, indoctrination, and orientation program requirements.
- 1.21. UAVs are not authorized to taxi by using light signals from the control tower, unless the operator or ground chase can see the signals.
- 1.22.3. Waivers identified in paragraph 1.22.3 are not applicable to AFMC organizations or units under AFMC control.
- 2.1. AFMC units are authorized to develop and use hand signals unique to their test or mission requirements. Local supplements may be developed to define these additional requirements. The Director of Flight Operations and the applicable Maintenance Group Commander are responsible for ensuring maintenance and operations personnel are trained and knowledgeable on their use. See Section 2C, Figure 2.1., Signals 55-60 (Added) for AFMC specific marshalling signals. UAVs may use visual signals to taxi provided a sufficient field of view exists at the discretion of the pilot in command - if the sensor operator is available, they will clear the surrounding area prior to taxing out of or into parking spots.

**Figure 2.1. (Added) Signal 55. DIVERTER VALVE.**

To signal diverter valve changeover on T-38 aircraft, position the left hand horizontally in front of the body with the palm down and fingers extended. Clasp the right hand into a fist, position it vertically under the left palm, and rotate the fist with the thumb going inward and right.

**Figure 2.1. (Added) Signal 56. FLIGHT CONTROL CHECK.**

To signal flight control check, pilot extends right hand with fist clenched, thumb up, and makes circular movement as if moving the control stick. Ground crewmember ensures flight control surface area is clear and returns signal.

**Figure 2.1. (Added) Signal 57. RUDDER MOVEMENT.**

To signal rudder movement, extend the right hand forward from the elbow and move the hand (vertical) left or right with movement of the rudder.

**Figure 2.1. (Added) Signal 58. AILERON MOVEMENT.**

To signal aileron movement, extend both hands forward horizontally from the elbow (palms down) and move hands up and down with the movement of the ailerons.

**Figure 2.1. (Added) Signal 59. HORIZONTAL STABILIZER.**

To signal horizontal stabilizer or elevator movement, extend both hands forward horizontally from the elbow (palms down) and move hands up and down with the horizontal stabilizer or elevator control surface movement.

**Figure 2.1. (Added).Signal 60. STAB AUG CHECK.**

To signal Stab Aug Check, pilot raises right hand, fist clenched followed by one, two, then three fingers for yaw, roll and pitch augmentation respectively. The roll aug check will include both wings, and each check will be acknowledged by an "OK" from the ground crewmember.

3.20.1. Units operating into fields utilizing SMGCS procedures that wish to participate must document airfield training in the crewmember's training folder and on the Form 1381. For single seat aircraft the pilot at the controls must be trained and "certified" in order to utilize the low visibility taxi route. For aircraft requiring two pilots for flight, both pilots or the pilot and authorized personnel occupying the other pilot seat must be trained and the pilot at the controls must be "certified" in order to utilize the low visibility taxi route. In order to be "certified", the pilot must have operated at that airfield during day VFR conditions and observed the low visibility taxi route.

PERRY L. LAMY, Brigadier General, USAF  
Director of Operations